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FISHING VESSELS

Summaries of Reports of Investigations
into Marine Casualties and Accidents
Aboard Ships

Issue No. 1 April 1987

Summaries of Fishing Vessel Marine Casualties and Accidents

This publication summarizes investigation reports on marine casualties and/or marine accidents involving fishing vessels which were investigated by the Marine Casualty Investigations Division of Transport Canada and is published three times a year. There is another publication covering commercial vessels and other craft.

Note:

1. A glossary of terms and abbreviations used can be found at the end of this publication.

2. Unless stated otherwise, all times mentioned in this publication are local times.

The full report of the summaries contained herein may be obtained by writing to:

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Their contents may be deficient and misleading if used in any other process and are not to be used or admitted in evidence in any legal proceedings, either civil or criminal, arising out of any casualty described therein. The statements, opinions and findings in the reports and summaries are those of the Marine Casualty Investigations Division only and do not constitute admissions made by or on behalf of Her Majesty the Queen in right of Canada.

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"BON-ADVENTURE"

Fire and abandonment, south-west of Ucluelet, West Coast of Vancouver Island, British Columbia, August 29, 1986.

Summary

The unregistered, wooden troller, "BON-ADVENTURE" of 11 gross tons was a small fishing vessel with a forward cabin and forecastle area beneath the wheel-house, a fish hold and a lazaret aft. The vessel was 11.58 m in length and was built in 1967 at Stevenston, B.C.

There was an entry to the cabin on the starboard side of the wheel-house. A 20 year old oil stove, whose components had never been renewed, was sited on the starboard side of the forecastle at the forward end and a propane stove at the after end of the cabin, also on the starboard side. As the vessel was under 15 gross tons, she was not subject to inspection by the Ship Safety Branch of the Canadian Coast Guard. However, a survey of the vessel was carried out in the spring of 1985 for insurance renewal purposes.

The "BON-ADVENTURE" was en route from Ucluelet to fishing grounds south-west of that port on August 29, 1986 when at about 2000, an oil leak developed in the hydraulic steering system and the vessel was brought up to anchor in position 48°29'22" N, 125°52'58" W, some 14 miles from shore.

At about 2015, prior to conducting repairs, the operator fired up the oil stove to prepare a meal. He stayed in the accommodation until there was a positive flame in the stove and then, possibly without adjusting the heat control down, proceeded to the lazaret at about 2100 to work on the steering system.

At approximately 2120, the operator discovered that his vessel was on fire and that the source was at the oil stove. Following unsuccessful attempts to extinguish the blaze using the halon fire extinguisher, he notified another fishing vessel in the vicinity of his predicament by radio, giving a position from Loran co-ordinates. After initially encountering some difficulty, the operator successfully launched and inflated the liferaft and, without donning a lifejacket but with a survival suit in one hand, he abandoned the "BON-ADVENTURE" and jumped into the liferaft. As the liferaft drifted away from the vessel, the electrical power of the vessel was observed to fail and the entire cabin to be ablaze; shortly thereafter, the operator heard, what he assumed to be, the propane gas tanks explode. He was rescued some 30 minutes later by the fishing vessel "HARVEST QUEEN".

The weather conditions are not considered to be a factor in this casualty and were reported to be dense fog with no wind and a visibility of less than 2.5 cables.

The vessel eventually sank that same evening in position 48°49'28" N, 125°53'54" W. Reportedly, the insured value of the vessel was $70,000.

Findings

The "BON-ADVENTURE" sank as a result of a fire.

Although the precise cause of the fire cannot be determined, it would appear that:

- the fire originated at the oil stove in the lower cabin space;
- the fire spread rapidly due to the wooden hull construction and surrounding components; and
- after attempting unsuccessfully to extinguish the fire with a portable halon extinguisher, the operator abandoned the vessel by means of a liferaft.

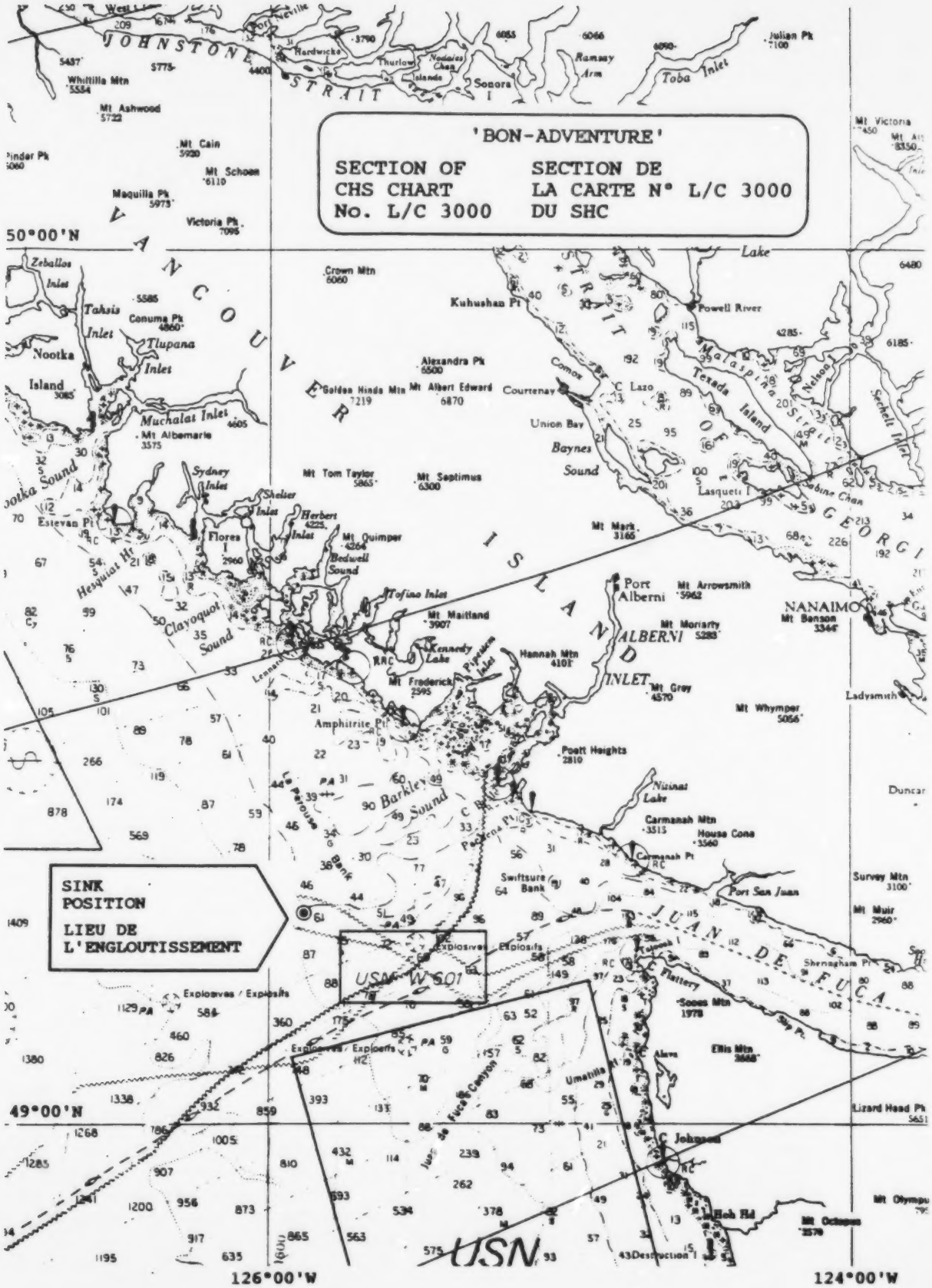
Other findings

The liferaft reportedly failed to completely inflate initially, due to a grabline being turned about the neck of the cylinder.

The operator was successfully rescued after approximately 35 minutes in the liferaft.

The owner/operator had been operating from a licensed radiotelephone station without the required operator's certificate.

OTTAWA, ONTARIO
JANUARY, 1987.


'BON-ADVENTURE'
SECTION OF CHS CHART No. L/C 3000
SECTION DE LA CARTE N° L/C 3000 DU SHC
SINK POSITION
LIEU DE L'ENGLOUTISSEMENT
JOHNSTONE STRAIT
VANCOUVER ISLAND
GEORGIA STRAIT
BARKLEY SOUND
JUAN DE FUCA
ALBERNI INLET
NANAIMO
50°00'N
49°00'N
126°00'W
124°00'W
USN
USN

"RANDOM BELL"

Capsize and sinking, St. Mary's Bay,
Newfoundland, June 8, 1986.

Summary

The "RANDOM BELL" is a diesel-driven, 48 gross ton, 16.15 m long seiner, carrying a crew of 6. The vessel had been certificated to carry herring or capelin in accordance with the Small Fishing Vessel Inspection Regulations. Because an inspection of the rudder had been required, she was issued with a short-termed Coast Guard Inspection Certificate (SIC 29) but this was no longer valid at the time of the casualty.

The loading and discharging of the capelin and herring is achieved by a power block and a fish pump. The pump separates the fish from the water and discharges the water over the side and the fish into the hold. The hold is designed to fit two lengths of penboards, one on either side of the centreline in order to divide it into 3 longitudinal compartments so as to minimize the free surface effect. However, many of these boards were missing. The depth of the fish hold is about 1.5 m.

The "RANDOM BELL" departed St. John's, Nfld., on June 7, 1986, and arrived at the capelin fishing ground in St. Mary's Bay at 0400 on June 8, 1986. After fitting penboards on the port side, and then only to a height of about 50 cm above the floor boards, the vessel commenced fishing at about 0650. Weather conditions were fine and clear, with a visibility of 10 miles, a southerly wind at 10 knots with a calm sea and a light swell.

By 1330, there were about 31,700 kg (70,000 lb.) of fish on board and some additional 13,600 kg (30,000 lb.) in the seine. The seine was secured to the starboard side and suspended from the power block. Suddenly, the vessel heeled some 40°- 50° to starboard. In an effort to control the list, the crew stopped the fish pump and cut loose the cod end of the seine from the starboard side of the vessel, but the vessel continued to roll over.

One of the deck-hands jumped into the water and brought the skiff, which was tied to the seine, alongside the vessel. In the meantime, another deck-hand sent a distress call on the VHF radio, channel 6, which was received by several fishing vessels in the vicinity. Shortly afterwards, the remainder of the crew abandoned the vessel into the skiff and were subsequently rescued by a longliner.

The "RANDOM BELL" sank some time later in seven fathoms of water. On June 15, 1986, the vessel was raised to the surface and towed to Admiral's Beach where repairs were carried out at an estimated cost of $150,000. There were no injuries as a result of the casualty.

The "RANDOM BELL" sustained extensive water damage to her electronic and electrical systems; her accommodation and the stern planking had to be replaced.

Findings

The "RANDOM BELL" heeled heavily to starboard and subsequently sank, without loss of life, during good weather conditions in St. Mary's Bay, Nfld., as a result of having insufficient reserve transverse stability. It would appear that the following factors contributed to the capsizing of the vessel:

- a lack of appreciation and/or poor understanding by the owner/operator of the stability characteristics of the vessel while loading capelin or herring;

- the failure to effectively pen the capelin resulted in a virtual loss of GM due to the free surface effect, followed by the shift of weight of the capelin;

- many of the fish hold penboards were not aboard the vessel;

- the large reduction in the vessel's range of positive stability restricted the vessel's ability to right herself;

- a load on the power block, including the heaving and rolling of the vessel, also contributed to the complete elimination of the vessel's dynamic transverse stability; and

- the stability booklet provided to the owner did not emphasize, in writing or by sketching, the importance of securing the hold penboards while fishing for capelin or herring.

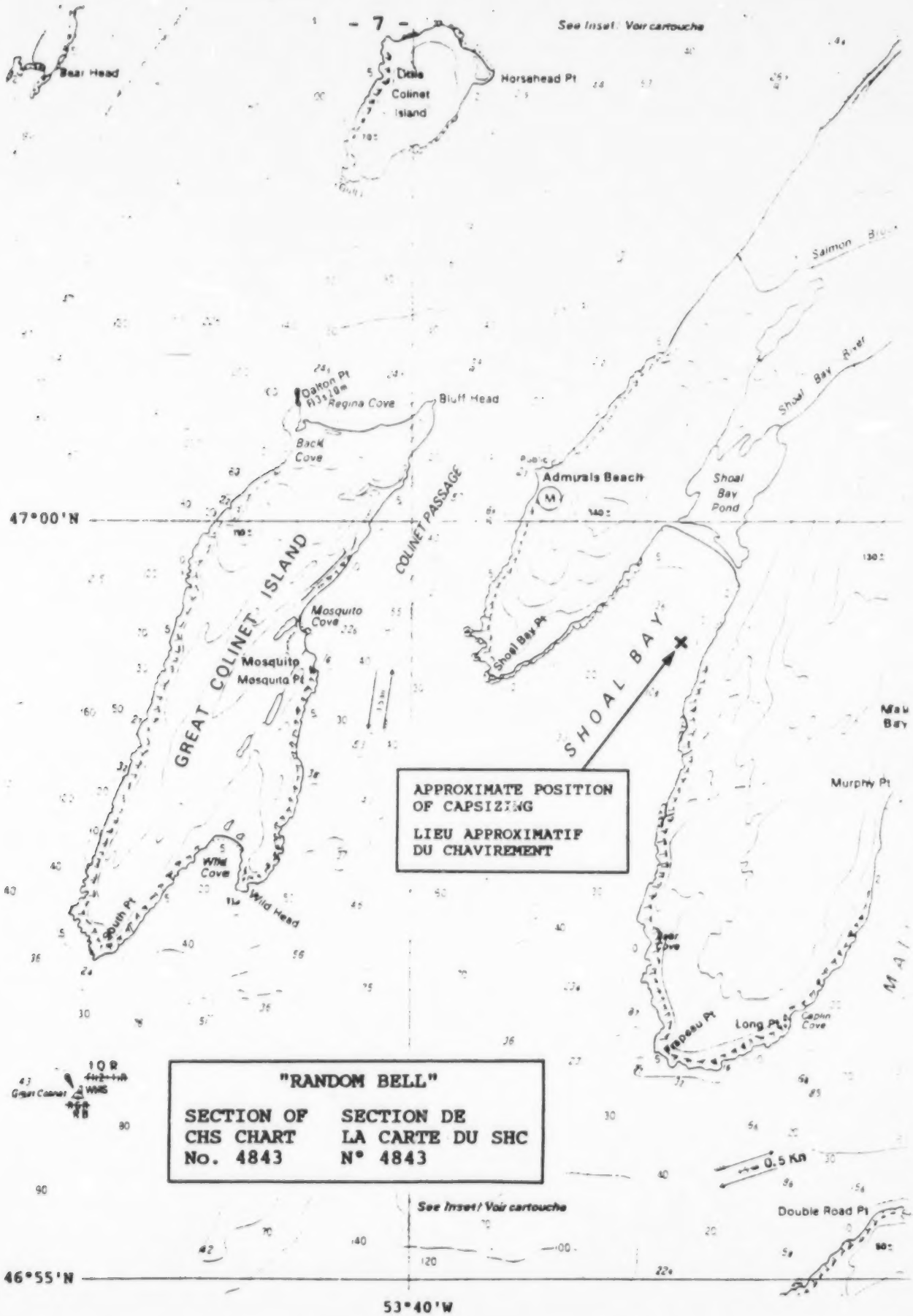
Other Findings

The initial radiotelephone distress message was not transmitted on the appropriate distress frequency.

The large number of fishing vessels in the immediate

area contributed to the quick response.

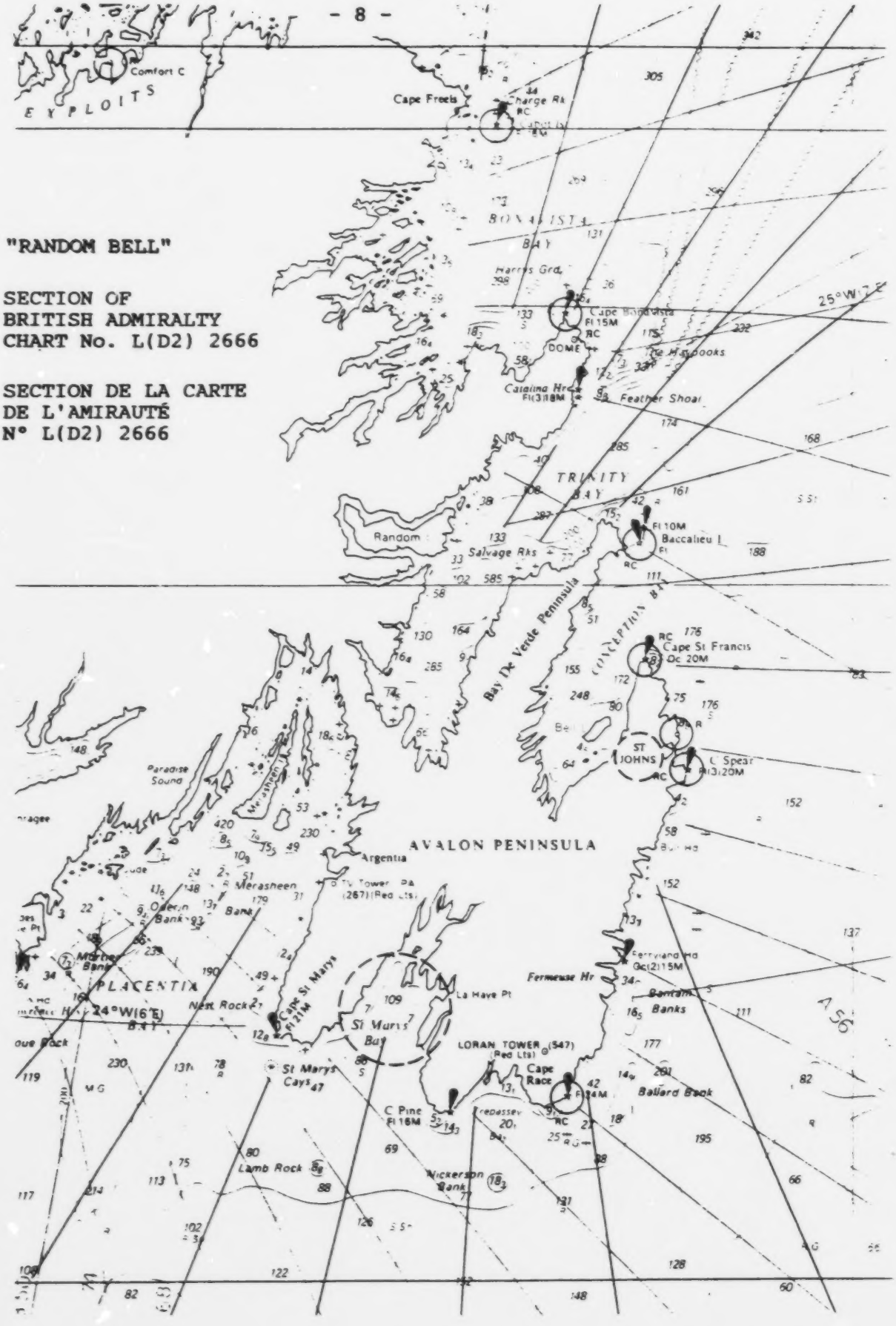
The owner failed to have the vessel inspected, as required by the Canada Shipping Act.

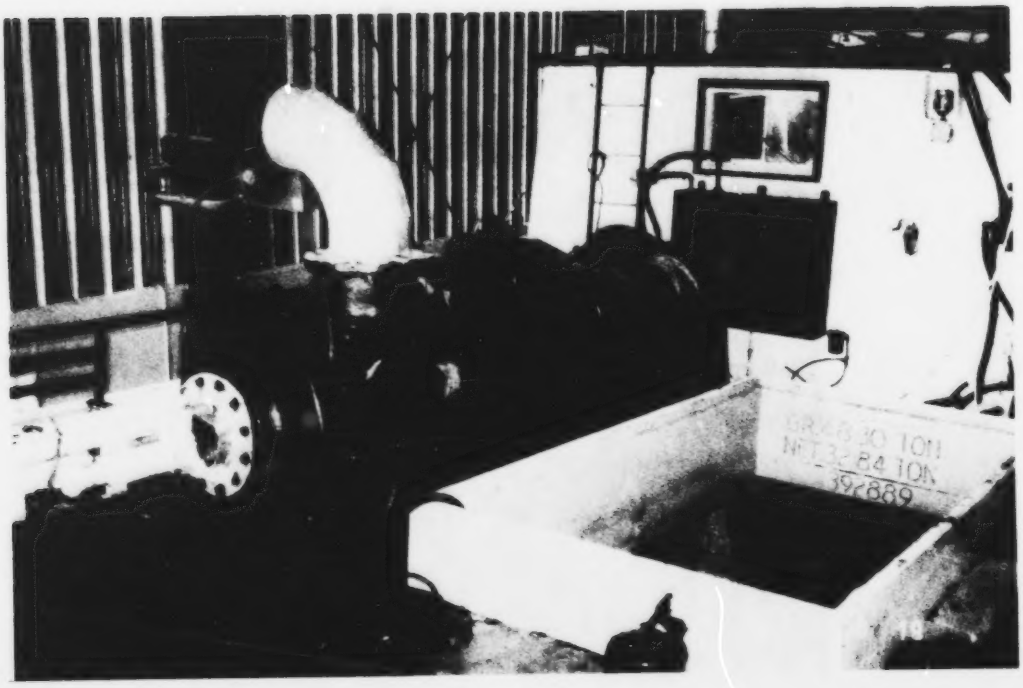

See Inset / Voir cartouche
Bear Head
Dale
Colinet
Island
Horsehead Pt
Salmon Brook
Dalton Pt
Regina Cove
Bluff Head
Back
Cove
Shoal Bay River
Admirals Beach
Shoal
Bay
Pond
47°00'N
COLINET PASSAGE
GREAT COLINET ISLAND
Mosquito
Cove
Mosquito
Mosquito Pt
Shoal Bay Pt
SHOAL BAY
Main
Bay
Murphy Pt
APPROXIMATE POSITION
OF CAPSIZING
LIEU APPROXIMATIF
DU CHAVIREMENT
Wild
Cove
South Pt
Wild Head
Bear
Cove
Long Pt
Captain
Cove
Rapsou Pt
MAIN
"RANDOM BELL"
SECTION OF
CHS CHART
No. 4843
SECTION DE
LA CARTE DU SHC
N° 4843
0.5 Km
See Inset / Voir cartouche
Double Road Pt
46°55'N
53°40'W

"RANDOM BELL"

SECTION OF
BRITISH ADMIRALTY
CHART No. L(D2) 2666

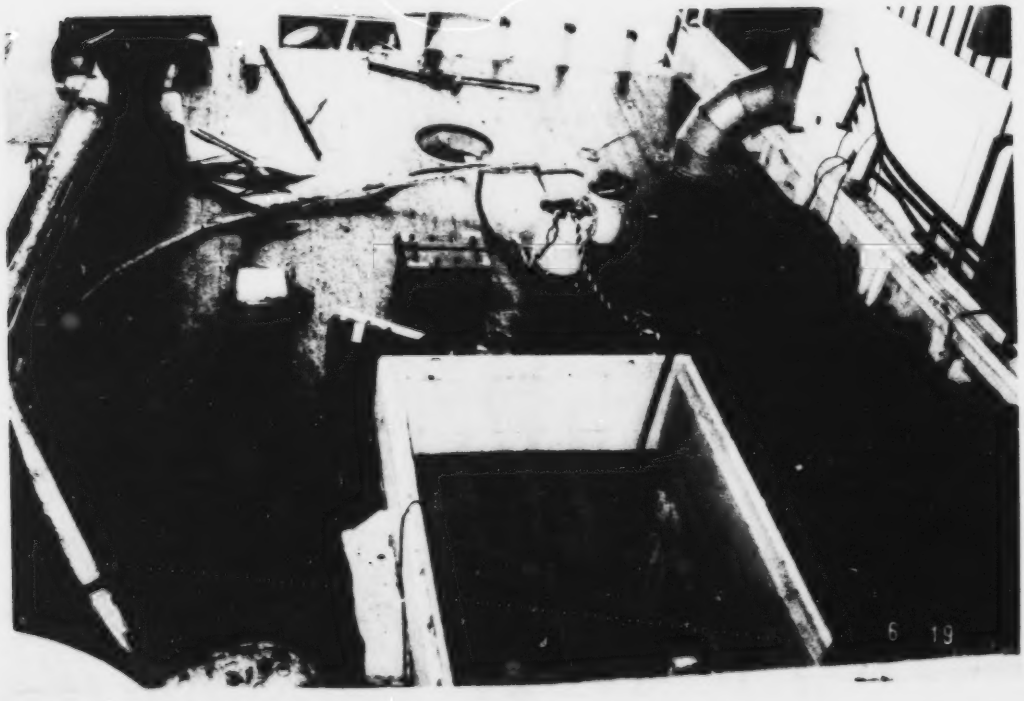
SECTION DE LA CARTE
DE L'AMIRAUTÉ
N° L(D2) 2666



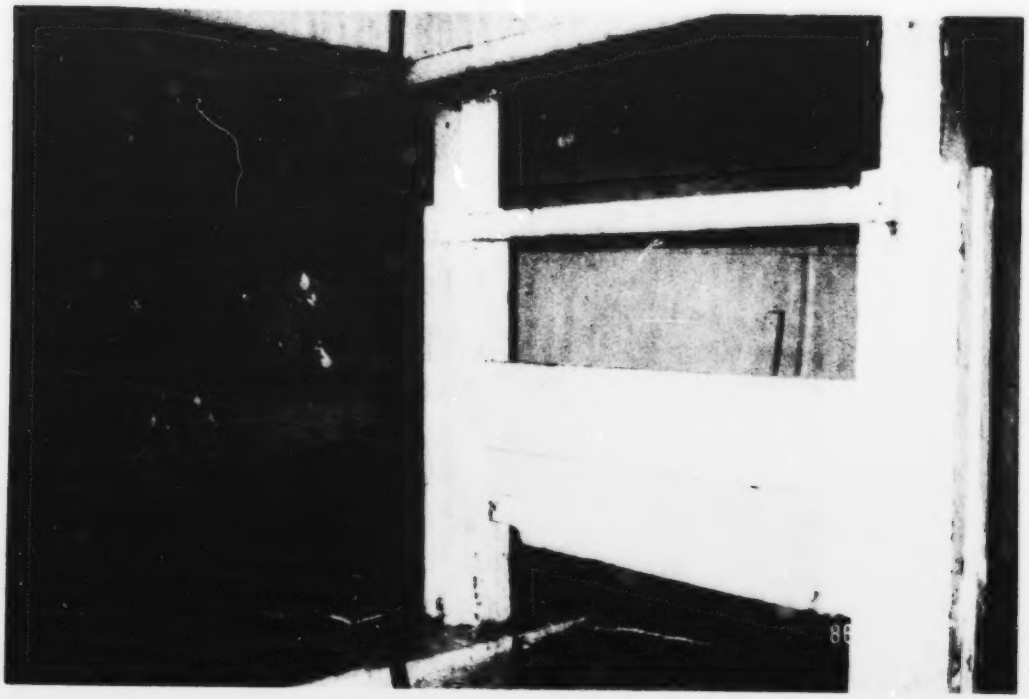


Fish pump and fish hold hatch coaming on the main deck.

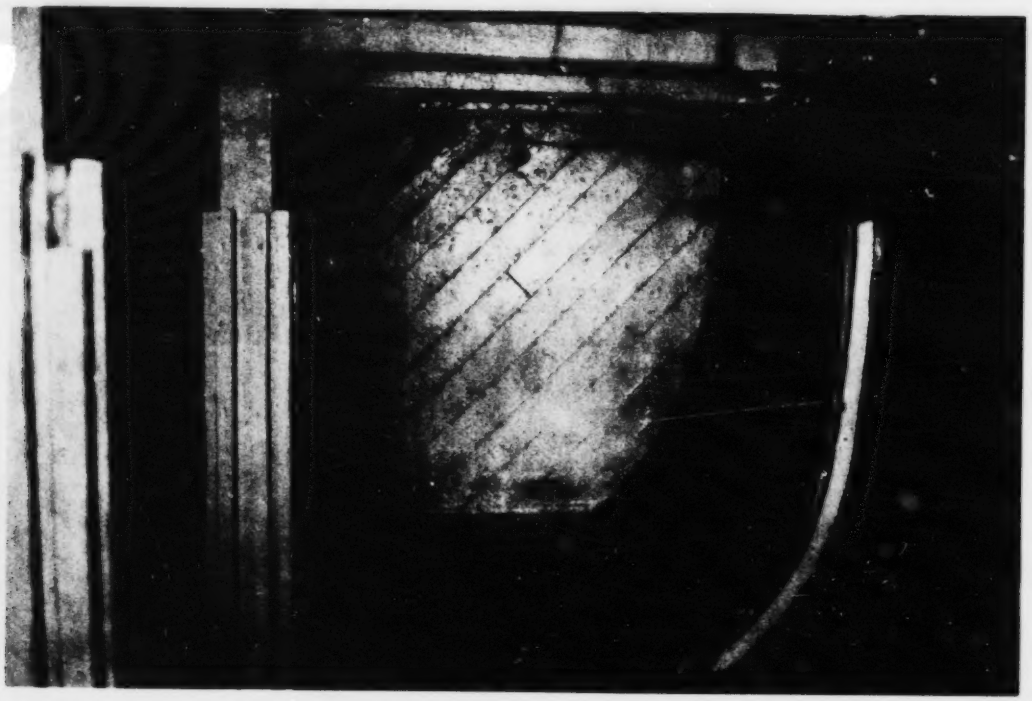
La pompe à poisson et l'écoutille de la cale à poisson sur le pont principal.



Main deck. Pont principal.



The only pen board found inside the fish hold.
La seule planche de séparation à l'intérieur de la cale.



Arrangement of penboard channels.
Disposition des rainures des planches de séparation.

"CASSIOPEIA"

Grounding and total loss, Bay of Fundy,
October 30, 1986.

Summary

The 12.13 m, 38.55 gross tons, diesel-driven, small fishing vessel "CASSIOPEIA" was built in Arcadia, N.S., in 1982. The vessel was constructed of wood and the bridge was located on the raised foredeck. The navigation equipment of the vessel included a 24 mile range radar, Loran C, echo sounder, magnetic compass, electric whistle, VHF and SSB, all of which were in working order. She was in possession of a valid Coast Guard Inspection Certificate (SIC 29), and carried a total crew of three.

The "CASSIOPEIA" departed Pinkneys Point, N.S. at 0800, October 27, 1986 and upon her arrival at the German Bank fishing grounds commenced trawling for groundfish at noon. She continued fishing until about 1600, October 29, when the fishing gear became fouled on the sea-bed. The net was eventually freed and hauled aboard at 2230. In all, a total of 36 hours with inadequate rest was spent by all crew members between fishing operations and freeing the net.

In south-west winds of 15-20 knots, moderate sea and a fluctuating visibility of 1-3 miles in fog and haze, the vessel departed German Bank at about 2300, with the skipper at the wheel and the 2 deck-hands below-deck cooking a meal. The skipper had 35 years fishing experience, most of which was in the waters in and around the Bay of Fundy.

The "CASSIOPEIA" steered a north-easterly course by magnetic compass and her speed was estimated to be 8-9 knots. The "CASSIOPEIA" navigated by radar which was operating on the 3 mile range and reportedly, there was excessive sea clutter on the PPI that could not be eliminated or reduced. Despite this shortcoming, no confirmation of the vessel's position had been made by radar plotting or by Loran C co-ordinates. Had the Loran C been used as a navigational tool, the skipper could have safely navigated his vessel on Rate 5930-Y-31093 which runs north-easterly (M) between Gannet Dry Ledge and light and bell buoy 'N 6'. Any deviation from this rate whilst steering a constant course would have indicated the set and leeway affecting his vessel.

Despite a last minute warning by the accompanying fishing vessel "LILLY PILLY" and the immediate reaction of the skipper of the "CASSIOPEIA", the latter ran aground on the rocks of Gannet Dry Ledge. The "CASSIOPEIA" then advised the accompanying vessel of the casualty. Meanwhile aboard

the "CASSIOPEIA", one deck-hand launched the liferaft whilst the other went below-deck and shut off the stove. The latter crewmember then grabbed lifejackets for all hands and a 9 volt flashlight and returned on deck.

After broadcasting a message that the "CASSIOPEIA" was being abandoned, the crew members boarded the liferaft wearing lifejackets and were rescued uninjured. Whatever pollution there was, dispersed quickly. The vessel subsequently broke up and is considered to be a total loss. The indicated value of the vessel was approximately $150,000.

Findings

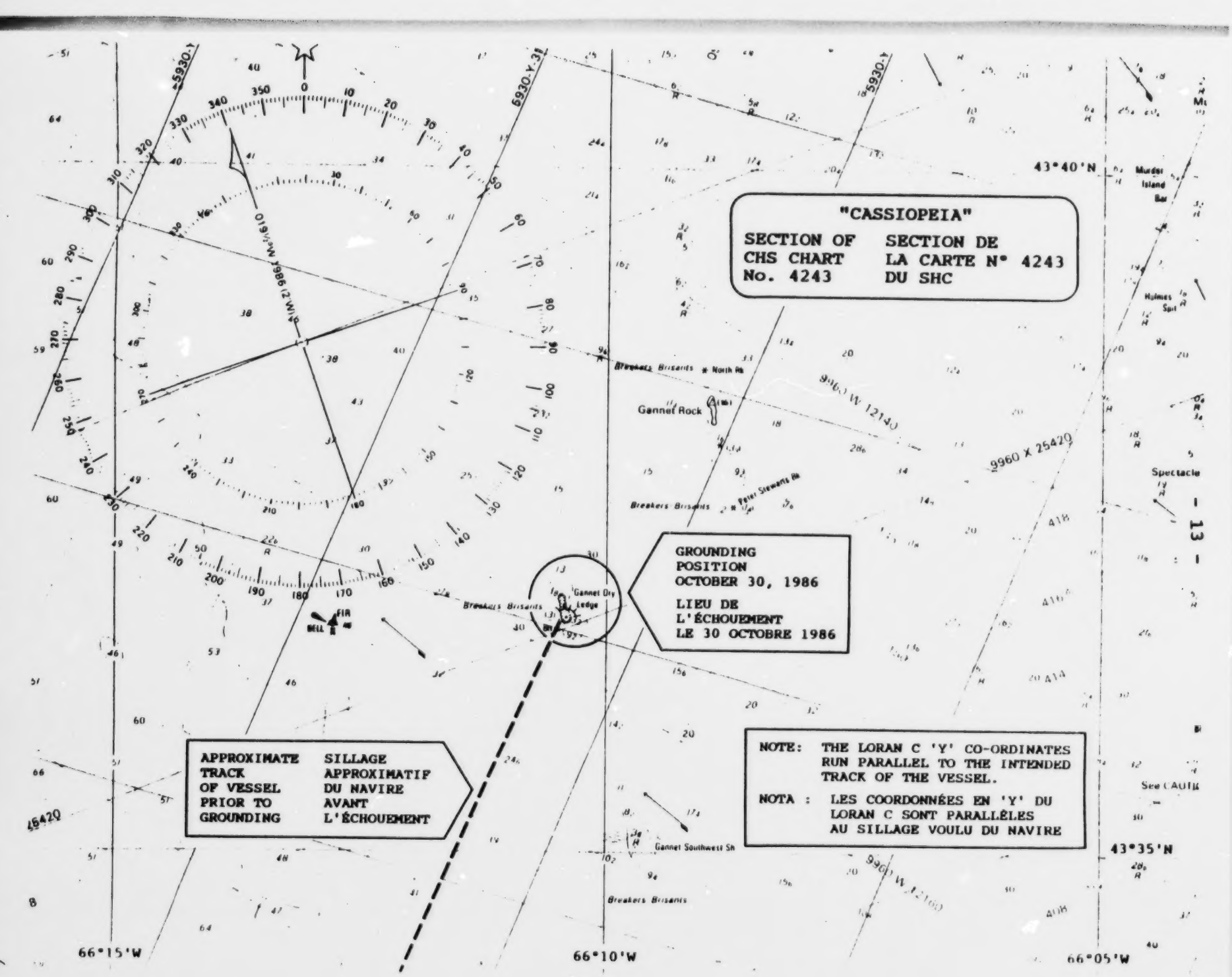
The loss of the "CASSIOPEIA" can be attributed to navigational error.

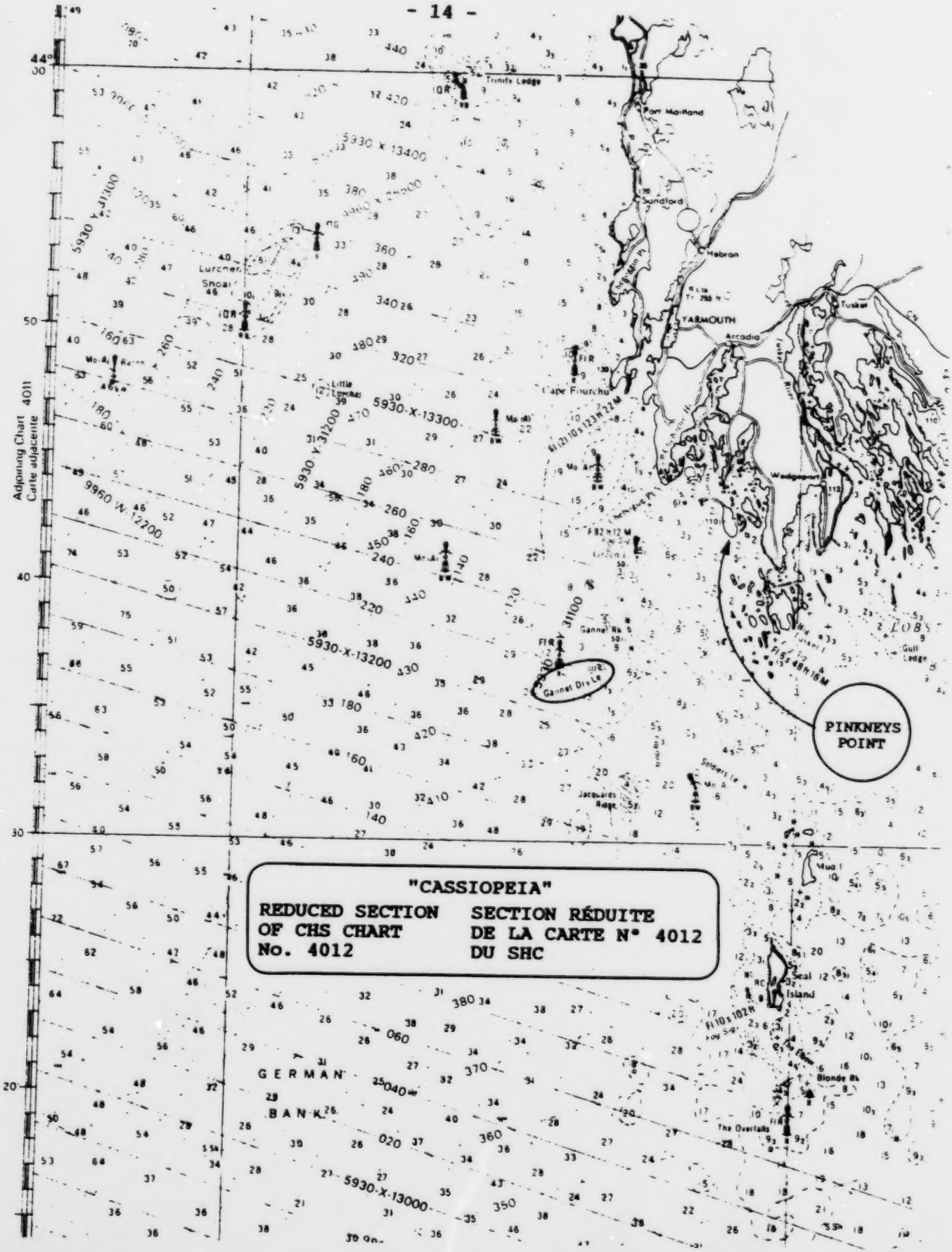
It would appear that the following factors contributed to the casualty:

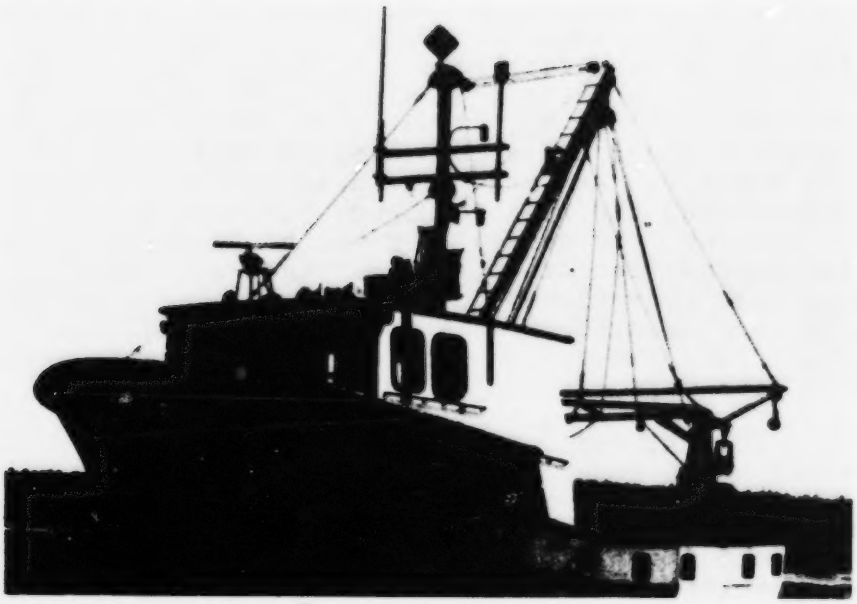
- failure to establish the vessel's position with the navigational aids available;
- failure to apply course correction for the effect of wind and tide;
- undertaking a navigational watch whilst suffering from fatigue;
- misinterpretation of the radar display unit, and
- an excessive amount of sea clutter on the PPI which reportedly could not be lessened or eliminated.

Other Findings

The "LILLY PILLY" responded effectively to the Mayday situation and was successful in rescuing the crew of the "CASSIOPEIA".


"CASSIOPEIA"
SECTION OF CHS CHART No. 4243
SECTION DE LA CARTE N° 4243 DU SHC
GROUNDING POSITION OCTOBER 30, 1986
LIEU DE L'ÉCHOUEMENT LE 30 OCTOBRE 1986
APPROXIMATE TRACK OF VESSEL PRIOR TO GROUNDING
SILLAGE APPROXIMATIF DU NAVIRE AVANT L'ÉCHOUEMENT
NOTE: THE LORAN C 'Y' CO-ORDINATES RUN PARALLEL TO THE INTENDED TRACK OF THE VESSEL.
NOTA : LES COORDONNÉES EN 'Y' DU LORAN C SONT PARALLÈLES AU SILLAGE VOULU DU NAVIRE
43°40'N
43°35'N
66°15'W
66°10'W
66°05'W
Gannet Rock
Gannet Dry Ledge
Gannet Southwest Sh
Breakers Brisants
Peter Stewarts Rk
Murder Island Bar
Holmes Spit
Spectacle
See CAUTI
6930-Y-31
5930-Y
9960 X 25420
9960 W 12140
9960 W 12100
9960 W 12160
25420


Adjoining Chart 4011
Carte adjacente
Trinity Ledge
Port Maitland
Sandford
Hebron
YARMOUTH
Arcadia
Tusket
Lurcher Shoal
Little Lurcher
Cape Fourchu
Wedgeport
Gannet Dry Le
Gannet Rk
Gull Ledge
PINKNEYS POINT
Soldiers Le
Jacquards Ridge
Seal Island
Mud I
Blonde Rk
The Overfalls
GERMAN BANK
5930-X-13400
5930-Y-31300
5930-X-13300
5930-Y-31200
5930-X-13200
5930-Y-31100
9960-W-12200
5930-X-13000
"CASSIOPEIA"
REDUCED SECTION OF CHS CHART No. 4012
SECTION RÉDUITE DE LA CARTE N° 4012 DU SHC



FV "CASSIOPEIA" B.P. "CASSIOPEIA"

"ST. CECILIA II"

Flooding and subsequent sinking off the East Coast of Newfoundland, August 20, 1986.

Summary

A wooden fishing vessel of 76 gross tons, the "ST. CECILIA II" was built in 1967 in Nova Scotia but at the time of the incident she was registered in St. John's, Newfoundland. The vessel was divided longitudinally by three watertight transverse bulkheads and her accommodation and engine-room, together with the wheel-house, were located forward of the fish hold. A lazaret space was located abaft the hold. When the vessel was dry-docked for routine maintenance in May 1986, the Ship Safety Branch of the Canadian Coast Guard completed a quadrennial inspection of the vessel. At that time a section of transom planking was renewed and the hull caulked; however before being returned to service the vessel had to be re-docked on two occasions for further caulking to be carried out. The "ST. CECILIA II" was most recently employed as a gillnetter and it was as such that she sailed from Fermeuse, Newfoundland, on August 16, 1986, for the Virgin Rocks fishing grounds where she fished for four days.

The "ST. CECILIA II" set out to return to Fermeuse with a catch of about 40,000 kg of codfish on board in the early afternoon of August 20. The weather at the time was south-east winds of 10 km/hr, a long swell, visibility 2-3 miles in rain and the air temperature was 18°C. Operations during August were such that the weights of the catches taken on the preceding trip and on this trip were double what she had previously been carrying. The current catch was reportedly her largest since coming under Newfoundland ownership and the vessel was correspondingly more deeply laden.

Shortly after setting out on the return trip it became evident that the vessel was taking water in the hold but, because of the fish stowed there, the location of the leak could not be determined. Initially controllable by the pump in the hold, the flooding steadily increased until it was at a rate beyond the vessel's full three-pump capacity despite supplementary manual bailing. The lazaret which was also found to be flooding at this time was battened down as there was reportedly no suction fitted in that compartment and portable pumps could not be used because of the trim and the swell. No flooding was evident in the engine-room.

The skipper had contacted St. John's Coast Guard radio station when the ingress of water was first detected and at 1528, when it was realized that the vessel could not control the flooding, assistance with portable pumps was requested.

At 1545, however, the skipper advised St. John's that his vessel was in distress and the station issued a Mayday relay. The last message from the vessel was at 1556 and, with the "ST. CECILIA II" stopped and her transom rail under water, the crew, wearing lifejackets, abandoned the vessel in an orderly manner into the lifeboat and liferaft and then pulled clear of the vessel which sank at 1625.

Among the resources tasked to the incident were several fishing vessels, one of which, the "ZEILA" picked up the crew at 1738. When other units were stood down at 1749, the rescue helicopter which was carrying the requested portable pumps continued to the area and air-lifted the nine-member crew to St. John's airport where they arrived at 1925, August 20, 1986.

There were no injuries or pollution as a result of this incident and the insured value of the "ST. CECILIA II" was in the order of $100,000.

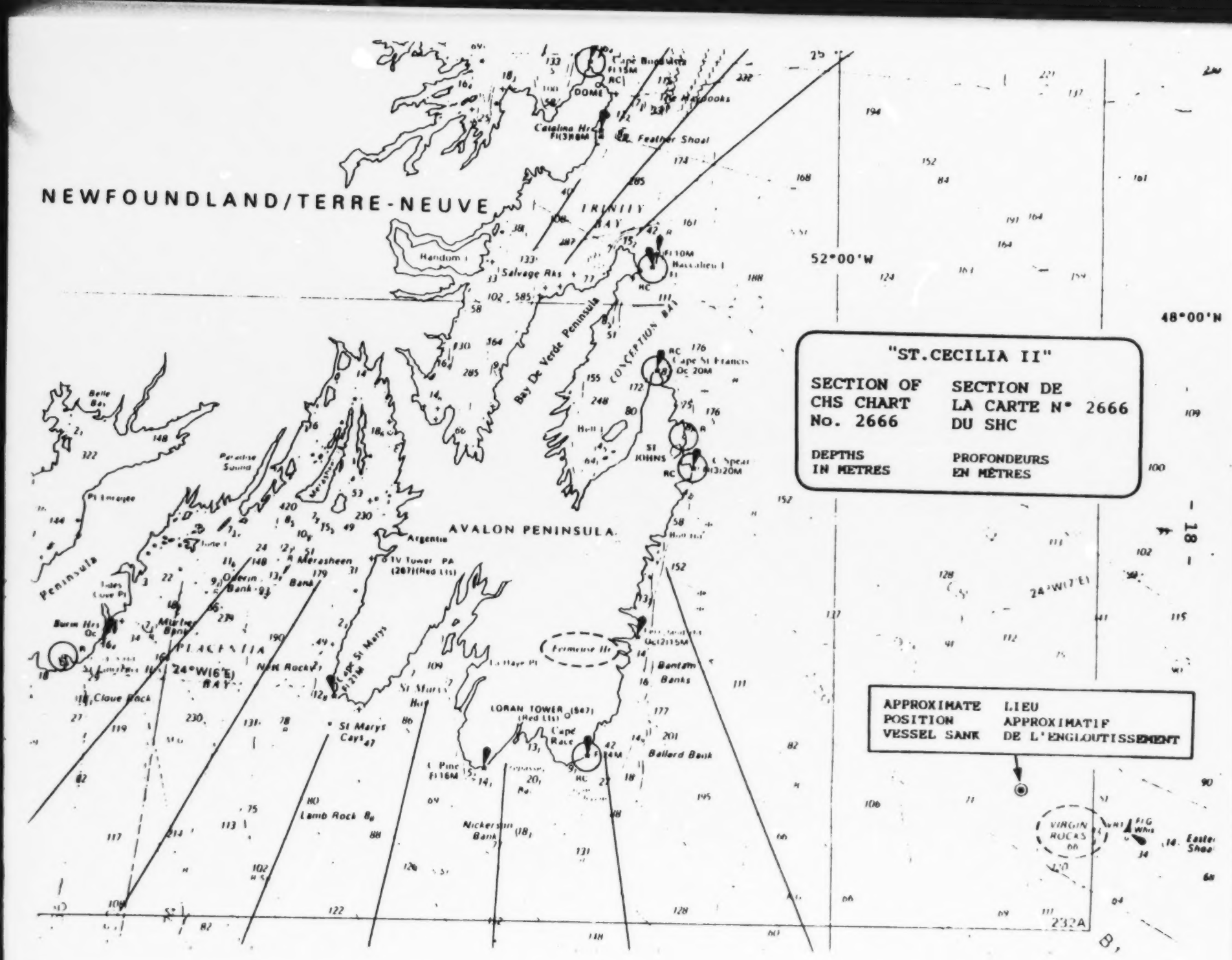
Findings

The wooden fishing vessel "ST. CECILIA II" began taking water from a leak of unknown origin somewhere aft in the vessel on August 20, 1986 while returning from the fishing grounds. Several hours later the ingress of water exceeded the pumping capacity of the vessel and she eventually sank. It would appear that the following factors contributed to the loss of the vessel:

- the development of the leak increased slowly at first;
- the crew of the "ST. CECILIA II" was unable to locate the ingress of water to take steps to prevent or control it due to the load of fish;
- the ingress of water developed to a rate which exceeded the pumping capacity of the pumps in use on board, and
- the lazaret was found flooded and could not be checked for leakage as the space was not fitted with an operable means of dewatering and the conditions precluded using portable pumps.

Other Findings

The "ST. CECILIA II" sank before the requested portable pumps arrived.


NEWFOUNDLAND/TERRE-NEUVE
TRINITY BAY
Random I
Salvage Rks
Bay De Verde Peninsula
CONCEPTION BAY
Cape Bonavista
DOME
Catalina Hr
Fl(3)8M
The Haddocks
Feather Shoal
Baccalieu I
Fl 10M
RC
Cape St Francis
Oc 20M
ST JOHNS
C Spear
Fl(3)20M
52°00'W
48°00'N
"ST.CECILIA II"
SECTION OF CHS CHART No. 2666
SECTION DE LA CARTE N° 2666 DU SHC
DEPTHS IN METRES
PROFONDEURS EN MÈTRES
AVALON PENINSULA
Argentia
TV Tower PA
(267)(Red Lts)
Merasheen
Belle Bay
Peninsula
Burin Hr Oc
Marine Bank
PLACENTIA BAY
24°W(6°E)
Cape St Mary's
Fl 21M
St Mary's Hr
St Mary's Cays
Lamb Rock
Cloue Rock
Fermeuse Hr
Oc(2)15M
Bantam Banks
LORAN TOWER (Red Lts)
Cape Race
Fl 24M
Ballard Bank
C Pine
Fl 16M
Nickerson Bank
APPROXIMATE POSITION VESSEL SANK
LIEU APPROXIMATIF DE L'ENGLOUTISSEMENT
VIRGIN RCKS
Fl G Whis
Eastern Shoal
24°W(7°E)
232A

"NANCY STEEVE II" / "MONA LISA"

Collision off Shippegan, New Brunswick, on September 2, 1986.

Summary

The "NANCY STEEVE II" is a 27 gross ton fishing vessel, built in 1984 and registered in Caraquet, N.B. The "MONA LISA" is a pleasure craft built in 1973 and the exterior of her hull and deck is covered in fibreglass.

In the early hours of September 2, 1986, the "MONA LISA" sailed from Caraquet with 3 guests on board and made good a course of 070° (M) on autopilot at a speed of 9 knots. Meanwhile, the fishing vessel "NANCY STEEVE II" with a load of fish which she had caught off Miscou, sailed towards the entrance of the Caraquet Channel making good a course of 230° (M) at a speed of 9 knots.

The weather was fine with a light wind from the south-west and the sea was glassy. It was still dark but the visibility was at least 5 miles.

At 0500, the two vessels were in sight of one another. The "MONA LISA" followed a course which was approximately in line with the range lights of the Caraquet Channel. The skipper, who was in the wheel-house, observed the silhouette of a fishing vessel approaching from the opposite direction. On the "NANCY STEEVE II" a crew member steered while the skipper who was also present in the wheel-house observed a vessel on the starboard side. The two vessels continued their course and maintained their speed. Although each vessel had her radar in operation, neither of them used it to determine whether a risk of collision existed.

When a collision became imminent, the "MONA LISA" turned to starboard while the "NANCY STEEVE II" turned to port and put her engine into astern propulsion. The stem of the "NANCY STEEVE II" struck the port bow of the "MONA LISA". The collision occurred in position 47°52.7'N, 064°43.8'W at 0505 on September 2, 1986.

As a result of being holed, the "MONA LISA" took on a considerable amount of water. Also, one of the three guests was injured on the left hand and wrist, and on the right ankle. The "NANCY STEEVE II" suffered cracks in the area where the hull planking abuts the stem.

Because the "MONA LISA" was unable to resume her voyage, she was towed abreast of the "NANCY STEEVE II" and docked safely in Caraquet at 0730 on September 2, 1986. The injured guest was taken to Chaleur hospital in Bathurst where he was treated and released the following day.

Findings

The collision, on a clear night, between the fishing vessel "NANCY STEEVE II" and the pleasure craft "MONA LISA", was caused by the failure to comply with the Collision Regulations.

It would appear that the following main factors contributed to the accident:

The "NANCY STEEVE II"

- neglected to determine whether a risk of collision existed, as required by Rule 7;
- neglected to keep out of the way of the "MONA LISA" which was on her starboard side and did not avoid crossing ahead of the "MONA LISA", as required by Rule 15(a);
- neglected to indicate her manoeuvre with manoeuvring signals, as required by Rule 34(a); and
- neglected to use all available means, including the VHF radio, to make a full appraisal of the situation and to determine if risk of collision existed, as required by Rule 5.

The "MONA LISA"

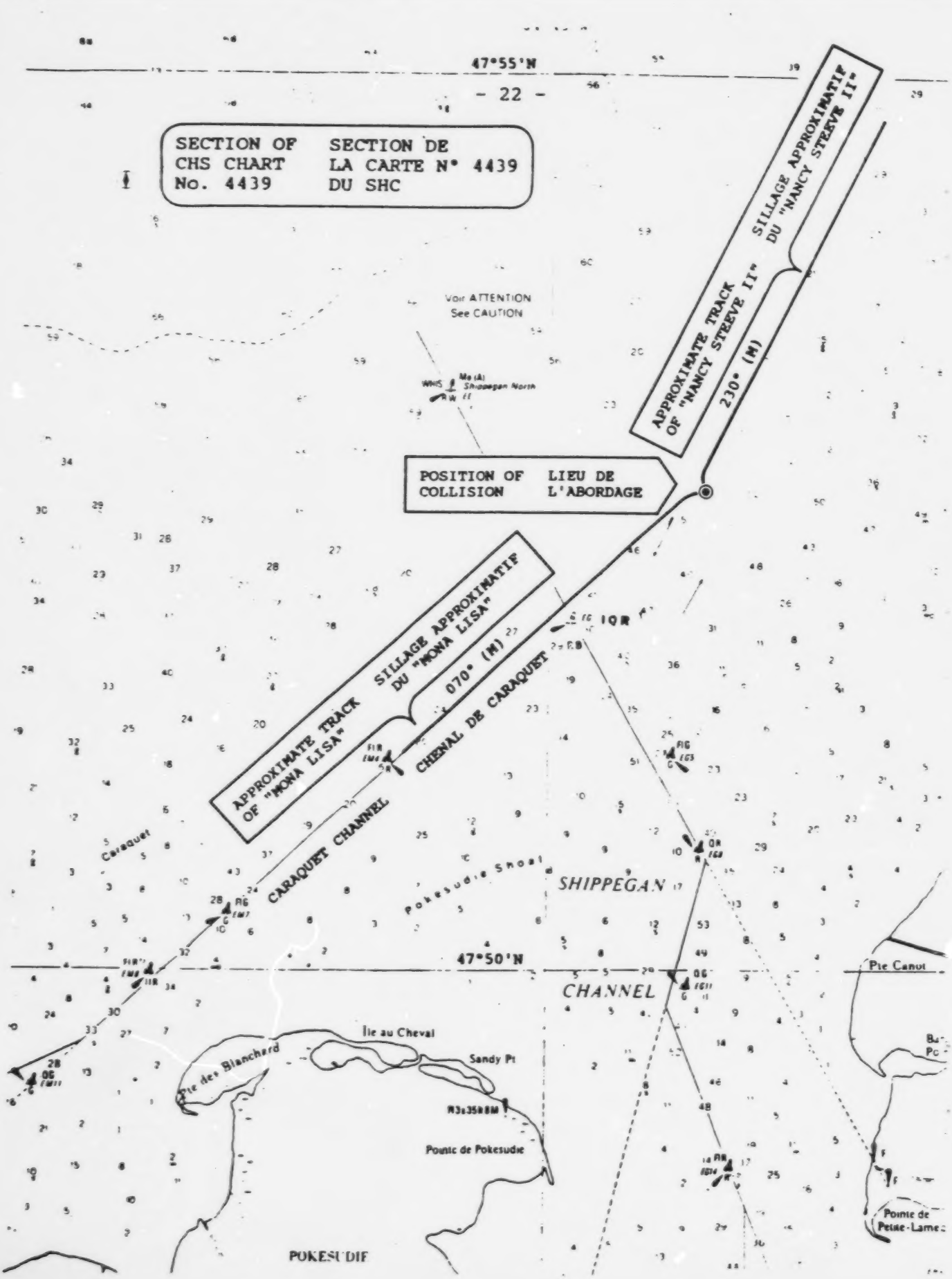
- neglected to determine if a risk of collision existed, as required by Rule 7;
- neglected to sound warning signals when in doubt, as required by Rule 34(d); and
- neglected to use all available means, including the VHF radio, to make a full appraisal of the situation and to determine if risk of collision existed, as required by Rule 5.

Other findings

The name "NANCY STEEVE II" is found in the ship's register. However, "NANCY STEVE 2" is the name stencilled on the bow of the vessel.

The skippers of both vessels lacked the knowledge to comply with the requirements of the Collision Regulations.

DETROIT DE JACQUES - CARTIER
ILE D'ANTICOSTI
DETROIT DE HONGUEDO
DE GASPE
BAS-CARAQUET
BAIE DES CHALEURS
GULF OF ST LAWRENCE
GOLFE SAINT-LAURENT
LAURENTIAN
ILES DE LA MADELEINE
PRINCE EDWARD ISLAND
ILE DU PRINCE EDOUARD
CHARLOTTETOWN
NORTHUMBERLAND STRAIT
CAPE BRETON ISLAND
Sydney
Louisbourg
Point Tupper
Moncton
Saint John
FUNDY
Hantsport
NOVA SCOTIA / NOUVELLE-ÉCOSSE
HALIFAX


SECTION OF CHS CHART No. 4439
SECTION DE LA CARTE N° 4439 DU SHC
47°55'N
47°50'N
APPROXIMATE TRACK OF "NANCY STEEVE II"
SILLAGE APPROXIMATIF DU "NANCY STEEVE II"
230° (M)
POSITION OF COLLISION
LIEU DE L'ABORDAGE
APPROXIMATE TRACK OF "MONA LISA"
SILLAGE APPROXIMATIF DU "MONA LISA"
070° (M)
CHENAL DE CARAQUET
CARAQUET CHANNEL
Voir ATTENTION
See CAUTION
Mo (A) Shippegan North
Caraquet
Pokesudie Shoal
SHIPPEGAN
CHANNEL
Pte Canot
Ile au Cheval
Pte des Blanchard
Sandy Pt
Pointe de Pokesudie
POKESUDIE
Pointe de Petite-Lame

The pleasure craft "MONA LISA" undergoing repairs in the Bas-Caraquet shipyard.

La vedette de plaisance "MONA LISA" en réparation au chantier maritime de Bas-Caraquet.

The fishing vessel "NANCY STEEVE II" docked at the wharf in Caraquet.

Le bateau de pêche "NANCY STEEVE II" accosté au quai de Caraquet.

"SD1078"

Capsizing and drowning off Pointe à la Frégate on June 11 1986.

Summary

The fishermen of the village of Pointe à la Frégate normally fish 200 m to 300 m off the village when the weather is fine. It would appear that they do not listen to weather forecasts on the radio before getting underway because of their proximity to the shore. Most of the boats are fished by one person and if the weather deteriorates whilst they are fishing, they return to the shore.

The weather in the early hours of June 11 was fine, however, a 'small craft warning' had been issued for the Baie Comeau-Anticosti region.

At about 0500, Mr. Minville, the owner, left the shore in his 5.6 m long clinker-built wooden open boat to fish for herring about 200 m off Pointe à la Frégate. When he reached the fishing grounds, he stopped the outboard motor, dropped the anchor and started to pay out the fishing lines.

Two other fisherman from the village arrived at 0520 in boats similar to the one owned by Mr. Minville. They dropped anchor 50 m apart and started to fish for cod.

At 0700, a sudden squall created rough seas. The last two fishermen to arrive quickly pulled their fishing gear from the water so they could head for the shore before the sea became rougher. One of them shouted to Mr. Minville and both signaled to him to follow them downriver to an area where the sea was smoother and the boats could be safely beached. Both of them managed to beach their boats in a cove 200 m from where they were fishing. Mr. Minville followed them in his boat a few minutes later.

There were many witnesses on the bank watching the boat head for the cove. Suddenly, after being hit broadside by a large wave, the boat capsized and Mr. Minville was thrown into the water. He tried to swim, but could not manage and disappeared when submerged by another wave. The witnesses on the bank were shocked but were powerless as they had no suitable rescue craft. It was 0730.

A quarter of an hour later, a rescue party arrived but could only search along the beach. At 0805, the victim's boat and outboard motor were driven onto the beach by the waves, and at 0855, the victim's body was found on the beach 300 m downriver from where the casualty occurred.

The victim had not donned a lifejacket nor a personal flotation device but was wearing rain gear and boots; this type of clothing, no doubt, caused him to drown. The boat was not equipped with a lifejacket nor a lifebuoy as prescribed by the Small Fishing Vessel Inspection Regulations.

The victim was probably not immediately affected by hypothermia when he fell overboard because the temperature of the water was about 8°C. If he had managed to stay afloat, the rescue party might have saved him. The coroner's inquest revealed that the cause of Mr. Minville's death was drowning.

Findings

On returning from a fishing trip, following a squall, the fishing boat "SD1078" was capsized by a large wave which struck her on the beam and threw her operator overboard. The victim tried to swim for the shore but disappeared under a wave.

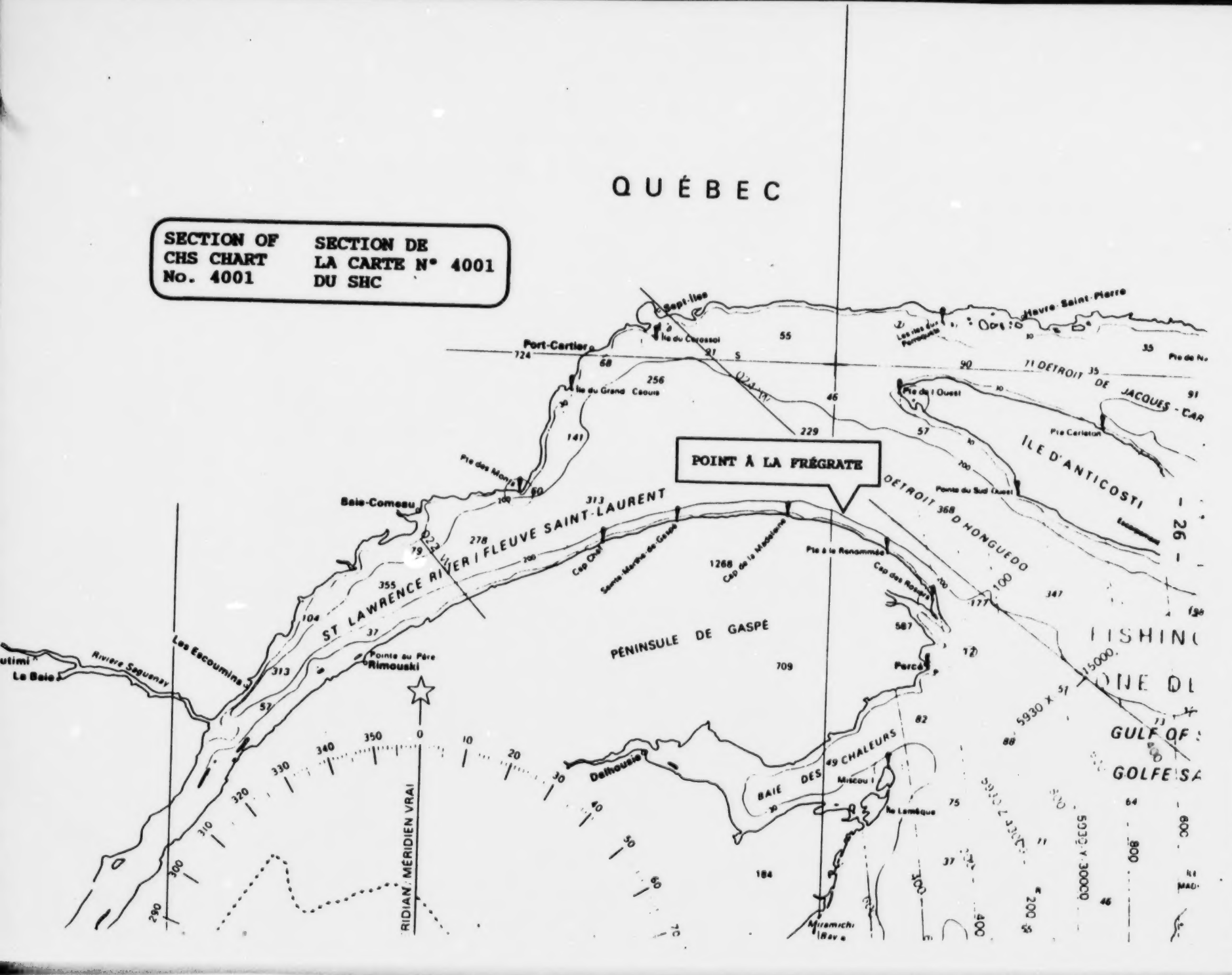
It would appear that the following factors contributed to the casualty:

- the victim did not listen to the radio for the weather report for his region for which a 'small craft warning' had been issued;
- the squall caught the victim by surprise;
- the victim delayed his return even though the sea was rough;
- the victim did not wear a lifejacket; and
- the landing was not well sheltered.

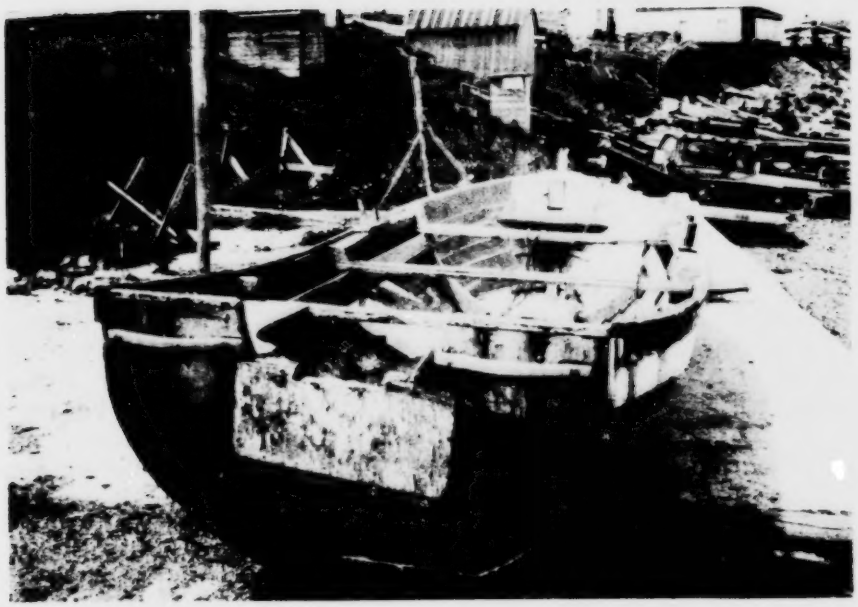
Other Findings

None of the fishermen from Pointe à la Frégate don lifejackets when fishing near the village.

None of the fishing boats from the village are equiped with life buoys.


QUÉBEC
SECTION OF CHS CHART No. 4001
SECTION DE LA CARTE N° 4001 DU SHC
POINT À LA FRÉGRATE
ST LAWRENCE RIVER / FLEUVE SAINT-LAURENT
PÉNINSULE DE GASPÉ
BAIE DES CHALEURS
ÎLE D'ANTICOSTI
DETROIT DE JACQUES-CARTIER
Port-Cartier
Sept-Îles
Baie-Comeau
Les Escoumins
Rimouski
Pointe au Père
Rivière Saguenay
Dalhousie
Miscou I.
Percé
Cap des Rosiers
Pte à la Renommée
Cap de la Madeleine
Cap Chat
Sainte-Marie-de-Cabo
Pte des Monts
Pte du Grand Cacouna
Pte du Sud-Ouest
Pte Carleton
Pte de l'Ouest
Fleuve Saint-Pierre
Les Îles de Pierre
Île du Carosse
Miramichi Bay
GULF OF
GOLFE SA
FISHIN
ONE DE
RIDIAN MÉRIDIEN VRAI

"SD1078"



Open clinker-built wooden boat.
Embarcation non pontée à clins en bois.

"MELLANIE DAWN"

Flooding and subsequent stranding off Cape Negro, N.S., November 23, 1986.

Summary

The diesel-driven, 32 gross ton wooden longliner "MELLANIE DAWN" was 12.71 m long and built in Mavillette, N.S., in 1971. She was in possession of a Canadian Coast Guard Steamships Inspection Certificate (SIC 29) due to expire on May 26, 1987 but, at the time of casualty, this certificate was rendered invalid by non-compliance with a provision endorsed on the certificate regarding liferafts.

Reportedly, in southerly winds at 18-20 knots, with moderate sea and good visibility, the "MELLANIE DAWN" departed West Head, Cape Sable Island, N.S., at about 1800, November 23, 1986, with 2 POB, bound for Shelburne, a distance of some 45 miles. At about 2100, shortly after passing Latour Fairway buoy, the vessel struck an underwater object in about 20 fathoms of water; the estimated speed of the vessel was 8 knots. Speed was reduced and a visual check was made of the engine compartment only. When nothing untoward was discovered, full speed was resumed. About a half hour later, upon smelling steam, the operator investigated and found that the engine compartment was almost filled with water. The engine-control was brought to neutral and the CGRS Yarmouth was contacted on VHF channel 16 and apprised of the situation. RCC Halifax was advised by the radio station and SAR mission was initiated.

After launching the skiff, both crew members abandoned the vessel wearing floater jackets leaving the lifejackets on board. When the vessel was abandoned, the hull was submerged to half the depth between the original waterline and the gunwale. They then rowed towards the coast and landed at Blanche on the western side of West Entrance some one hour later. Both crew members were met on their arrival by relatives with a car and driven home, arriving there at 2335. At 2338, the RCC, upon telephoning the owner's residence and learning that both crew members were safe at home, called off the search.

The vessel was equipped with 3 pumps, one engine-driven and 2 battery-operated; the latter could be activated from the wheel-house. When water was discovered in the engine compartment, one electrical pump was activated but became de-activated when all other electrical facilities reportedly failed.

The vessel was seen the next day, November 24, stranded

on the beach at North Cape Negro Island in position 43°31'30" N, 65°22'54" W. Subsequently it was found that the vessel's equipment had been removed.

Several unusual circumstances attending the abandonment and subsequent loss of the vessel included the following:

1) Although water-laden but not in sinking condition, the vessel was abandoned by an operator with 30 years experience.

2) No attempt was made to remain close by the vessel pending the arrival of rescue craft which may possibly have been able to provide pumps.

3) Subsequent to her abandonment, the water-laden vessel moved through heavily shoaled waters at about 0.5 knots to arrive at her stranding position.

4) Reportedly, neither crew members were aware of the vessel's stranding until 8 days later although the CCG was advised the same day.

5) It is not known whether the vessel was systematically stripped of her equipment or whether she was vandalised.

6) The survivors were able to row ashore through heavily shoaled waters and were met on their arrival by relatives with a car.

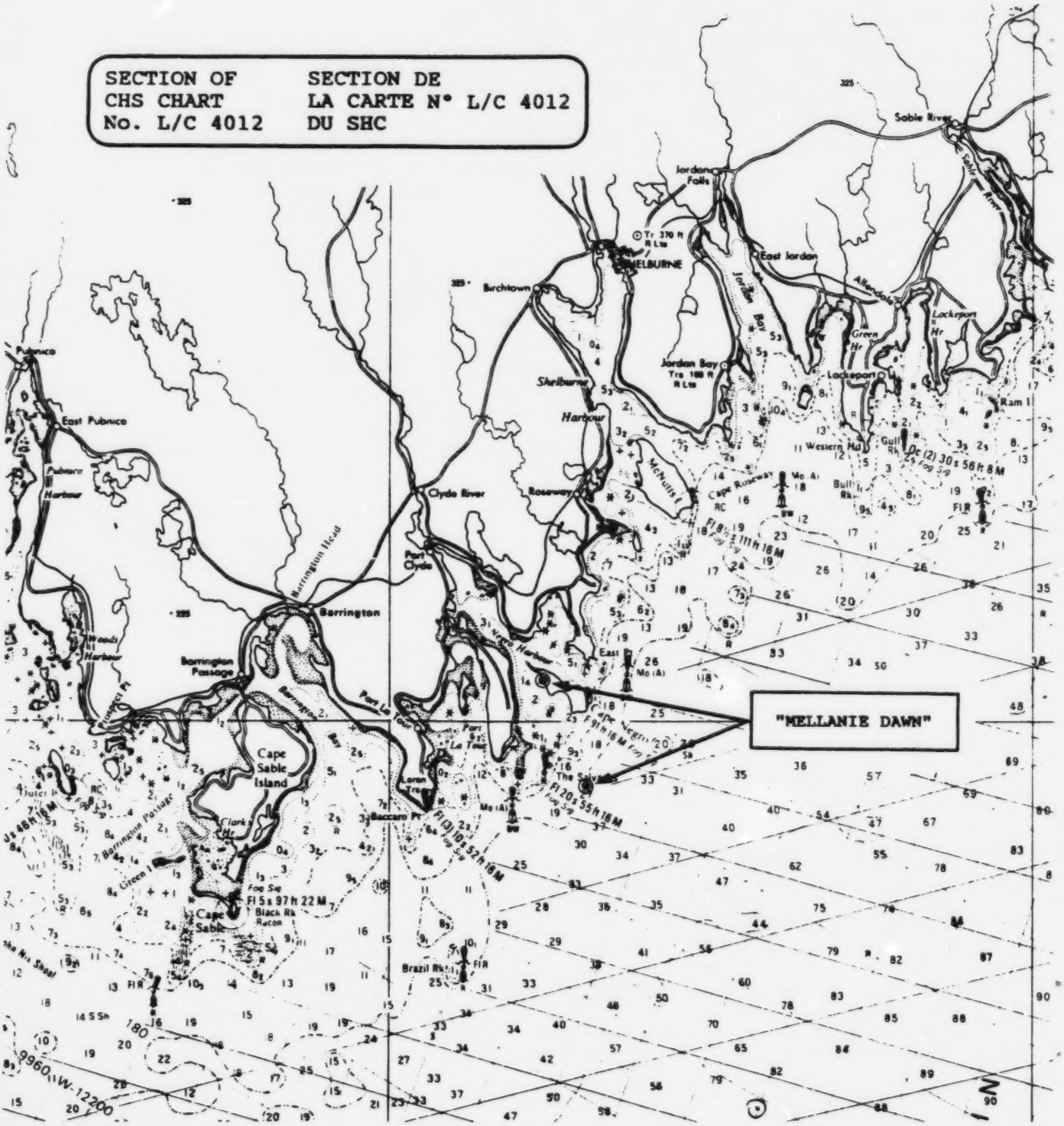
The "MELLANIE DAWN" was stranded and considered a total loss with an insured value of about $50,000. There were no injuries as a result of this casualty and no pollution was observed.

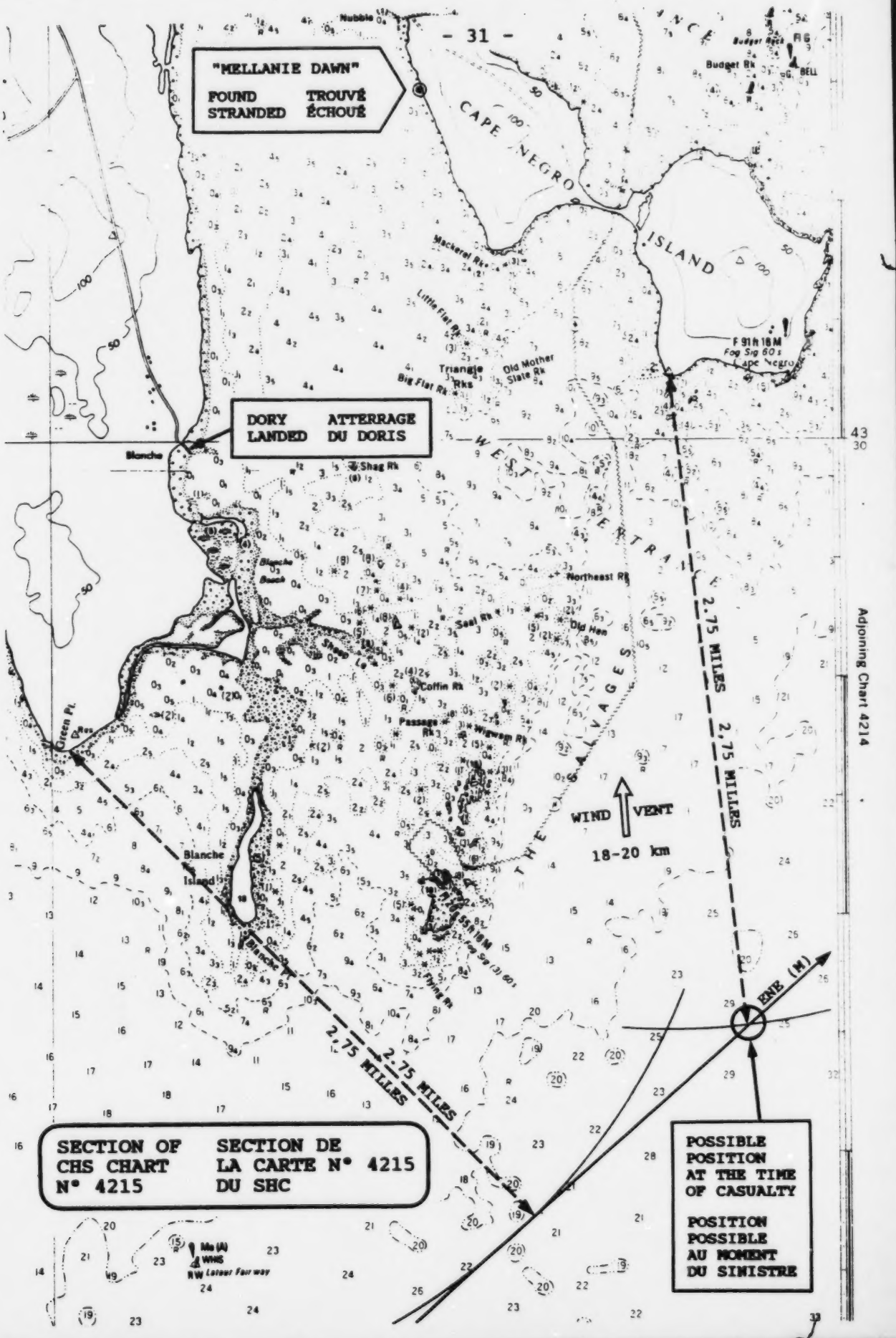
Findings

This vessel was abandoned and subsequently wrecked, in unusual circumstances, due to an ingress of water, the origin of which could not be positively determined.

Other Findings

The SAR mission was correctly initiated by RCC as a result of an abrupt ending to the only transmission from the "MELLANIE DAWN" and was cancelled only after a telephone call to the operator's residence confirmed that the crew members from the fishing vessel were safe at home.


SECTION OF CHS CHART No. L/C 4012
SECTION DE LA CARTE N° L/C 4012 DU SHC
"MELLANIE DAWN"
Sable River
Jordan Falls
East Jordan
Jordan Bay
Lockeport
Shelburne
Harbour
Birchtown
Pubnico
East Pubnico
Clyde River
Roseway
Barrington
Barrington Passage
Cape Sable Island
Cape Sable
Port Clyde
Western Hd
Bull Rk
Gull Rk
Ram I
Green Hr
Lockeport Hr
Woods Harbour
Pubnico Harbour
Clark's Hr
Brazil Rk
Baccaro Pt
Loran Tr
Cape Roseway
McNutt I
Jordan Bay
Allendale
Barrington Head
Barrington Passage
Port La Tour
Port Latour
Fl 5s 97ft 22M
Black Rk
Racon
Fog Sig
Fl(3) 10s 52ft 18M
Fl 20s 55ft 18M
Fl 9s 111ft 18M
Oc (2) 30s 56ft 8M
FlR
Mo (A)
180
9960
W-12200
N
90



Adjoining Chart 4214

Glossary

CCG	Canadian Coast Guard
CCGC	Canadian Coast Guard Cutter
CCGS	Canadian Coast Guard Ship
CGRS	Coast Guard Radio Station
CMRA	Canadian Marine Rescue Auxiliary
ETA	Estimated time of arrival
Fish Packers	Fishing vessels being used only for transportation of fish
FPV	Fisheries Patrol Vessel
Free surface effect	Whenever there is a surface of liquid which is free to move, there is a loss of effective GM due to a virtual rise of the vessel's centre of gravity and the loss of stability caused by the movement of liquid in partially filled compartments when the vessel rolls. This movement may involve a large shift of weight.
Freeboard	The distance between the waterline and the upper edge of the weather deck.
FV	Fishing Vessel
GM	The distance between the transverse metacentre and the vertical centre of gravity, and is an indication of a vessel's ability to right herself when heeled over.
M	Magnetic
Mayday	Distress signal
MRSC	Marine Rescue Sub-Centre
Port of refuge	A reasonably safe place of retreat from winds or storms
r.p.m.	Revolutions per minute
RCC	Rescue Co-ordination Centre

SAR	Search and Rescue
SFV	Small fishing vessel
SIC	Steamship Inspection Certificate
SSB	Single sideband radio
T	True
Trim	The difference between the draught forward and aft
VHF	Very high frequency radio